Amendments to the Specification

Please amend the paragraph on page 8, beginning on line 4 as follows:

The vibratory assembly 40 is preferably an eccentric mass assembly rotationally coupled to the drive shaft 80 by the above-described flex joint 84 and input shaft 82. The exciter assembly 40 may, for instance, comprise a set of adjustable eccentric weights and one or more fixed eccentric weights (not shown). The exciter assembly 40 is contained within an eccentric cover 120. The eccentric cover 120 is attached to the underside of the blade adjuster bracket assembly 130 in a conventional manner. A flexible sealing ring 124 prevents concrete, dirt, and other foreign materials from invading the interior of the vibratory assembly 40.

Please amend the paragraph on page 8, beginning on line 17:

The engine 30 is restrained from vibration by the above-described vibration restraint 20, which provides additional support to the engine 30 beyond that provided by the clamp assembly 106. The vibration restraint 20 preferably couples the engine 30 to the frame 35. A preferred vibration restraint 20 includes a plate 150 generally shaped to conform to the contours of the vibratory screed machine. Specifically, as best seen in FIGS. 4-7, the plate 150 includes a first portion 155 aligned in a generally co-linear direction relative to a central axis 160 of the drive shaft 80, and a second portion 165 inclined with respect to the first portion 155 to conform to a narrower portion of the vibratory screed machine 25. The shape of the plate 150 (e.g., curvilinear, etc.) can vary.

The plate 150 is preferably formed from steel, but could be formed from aluminum or another metal or another material entirely. The first portion 155 of the plate 150 terminates at a first, upper end 170, and the second portion 165 of the plate 150 terminates at a second, lower end 175. The first end 170 includes a pair of openings 180 configured to receive fasteners coupling the plate 155 to existing taps 185 in the engine housing 55. The second end 175 includes a flange portion 190 having a pair of openings 195 configured to receive fasteners coupling the plate 150 to the platform assembly 90. The flange 190 includes a curvilinear cutout portion 200 configured to receive a lower cylindrical end 205 of the shaft housing 102 (FIGS. 1 and 2). The types of fasteners (e.g., spot welds, etc.) can vary. The vibration restraint 20 preferably is attached to the engine housing 655 using existing taps 185 in the engine housing 655 and is attached to the platform assembly 90 using existing fasteners on the platform assembly 90. However, additional/and or other fasteners can be used apart from the illustrated fasteners. Structures supplementing or replacing the plate 150 could also be used as a vibrational restraint, so long as the structure(s) provide support for the engine 30 in addition to that provided by the clamp assembly 106.

Please amend the paragraph on page 9, beginning on line 19 as follows:

The vibration restraint 20 is also configured to reduce undesirable vibration on clutch housing 70 and the engine 30 caused by vibrations from the eccentric movement of the vibratory assembly 40. Specifically, the plate 150 restrains vibration in a direction

generally parallel to the central axis 160 of the drive shaft 80 but in a plane different from the drive shaft 80. The resultant load bearing triangulation and redundancy reduces the vibrational movement of the engine 30 and thereby enhances the engine's operating life.